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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

## INFORMATION REPORT

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1. On 23-24 June the following Chinese Communist Air Force (CCAF) training missions were flown:
- a. Nanking: on 23 June 6 IL-12's.
  - b. Tsingtao: on the morning of 24 June 10 planes of the 48 Air Regiment, 16 Air Division; and on the afternoon of 24 June 12 planes of the 46 Air Regiment, 16 Air Division. Both Soviet and Chinese Communist pilots took part in these missions.
  - c. Yangts'un: on 24 June 4 YAK-17's and 4 MIG-15's.
2. On 24 June Soviet Air Force activities were as follows:
- a. Antung: 8 planes patrolled the area during an air raid alert which began at 5:57 p.m., and one TU-2 arrived from Mukden.
  - b. Mukden: 8 MIG-15's left for Antung.
  - c. Anshan: 6 MIG-15's, one YAK-17, and a number of MIG-9's flew training missions.
3. Air Activities on 26 June were as follows:
- a. Training missions from Anshan:
    - (1) One YAK-17 and one PO-2 flew to Hsiaopeiho (122-50, 41-22) and back.
    - (2) Two YAK-21's under the direction of Yeh-fei-mao-fu (葉飛毛夫) (? Yefremov).
    - (3) Twenty MIG-15's and one YAK-17 under the direction of KAO Lien-chin.
  - b. Flights from Mukden:

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- (1) At 6:28 a.m. one YAK-12, piloted by Pa-so-li-fu (巴索里夫) (? Bazorev), left for Anshan.
- (2) At 6:30 a.m. one YAK-12, piloted by Ku-lieh-ning (古列寧) (? Kulenin), left for Tsitsihar.
- (3) At 6:36 a.m. civil transport Number 6402, piloted by Lieh-wa-niu-k'o (列瓦牛克) (? Levenko), left for Yangts'un.

## c. Miscellaneous air activity:

- (1) At 8 a.m. one YAK-12, piloted by HSIEN Chin, left Antung for Peiping.
- (2) Six planes based at Antung flew training missions in that area, returning to the field at 7:35 p.m.
- (3) YAK-12 Number 6403 arrived at Anshan from Peiping at 12:27 p.m.
- (4) At 9:17 a.m. IL-12 Number 37 left Ch'engtu for Hankow, where it picked up the commander of the Chinese Communist 7 Army, who was to attend a conference in Peiping. The plane left for Peiping later in the day.
- (5) Transport Number 8012 left Peiping for Chungking via Hankow with a recoilless gun aboard destined for Chungking.
- (6) One YAK-12 flew from Paoting (116-22, 38-59) to Ch'inyuan (112-19, 36-34) via T'aiiku (112-33, 37-23) and then returned to Paoting.
- (7) Mukden Airfield closed at 5:30 p.m. because of rain, and Hankow Airfield opened at 6 a.m.

## 4. Air Activities on 27 June were as follows:

- a. Mukden Airfield was opened at 8 a.m., Chungking Airfield was opened at 9 a.m. and Ch'engtu Airfield was opened at 2 p.m. Nan'ing Airfield was closed at 7 a.m.
- b. From 8 a.m. to 12 a.m. on 28 June air defense exercises were to take place in the Shanghai area. Three flights, scheduled to land at Shanghai from other fields during that period, were to be cancelled.
- c. Training missions:
  - (1) Liaoyang: 26 MIG-15's under the command of YUAN Chi-choi were scheduled to leave at 5 a.m. and to fly at altitudes of 1,500-25,000 feet.
  - (2) Hsinch'eng (115-48, 39-14): one YAK-12 to Ch'inyuan via T'aiiku and back.
  - (3) Mukden: 2 IA-9's under the command of K'o-li-ch'ien-kao (克立千高) (? Korichenko) to Ssup'ingchieh and back.
  - (4) Anshan: 10 YAK-15's and one YAK-17 under the command of KAO Lien-chin at altitudes of 1,500-35,000 feet; 2 YAK-11's under the command of Yeh-fei-mao-fu at altitudes of 1,500-50,000 (sic) feet; and 7 MIG-15's and 11 YAK-11's under the command of CHIU K'o-ying at altitudes of 1,500-50,000 (sic) feet.
- d. Transport Number 8326, based at Wangchiatun Airfield, Hankow, dropped leaflets in the Hankow area. It returned to the base at 12:45 p.m. and was scheduled to drop leaflets again on 28 June.

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- e. At 8:30 a.m. YAK-11 Number 20 left Chohsien (115-58, 39-30) for Paoting.
  - f. Flights from Hsinch'eng to Paoting included YAK-11 Number 22 departing at 8:26 a.m. and IA-9 Number 09 departing at 8:36 a.m.
  - g. Flights from Hankow: at 3:42 p.m. transport Number 8012 left for Chungking with 31 passengers and 220 pounds of baggage; at 10:25 a.m. transport Number 8013 left for Chungking; at 1:22 p.m. civil transport Number 154 left for Sian; at 1:56 p.m. civil transport Number 2 left for Chungking, where it arrived at 4:26 p.m.; and at 1:29 p.m. civil transport Number 157 left for T'aiyuan.
  - h. At 12:12 a.m. civil transport Number 15 left Lanchow for Sian, where it arrived at 2:36 p.m.
  - i. At approximately 9 a.m. IL-12's Numbers 1, 24, and 29 left Nanking for Peiping via Hsuehou and Tsinan, arriving at approximately 12:15 p.m.
  - j. Flights from Peiping: at 9:42 a.m. transport Number 8012 left for Hankow, arriving at 12 noon; transport Number 8002 left for Hankow; IL-12 Number 1 left for Ch'engt'u; and civil transport planes left for Tsingtao.
  - k. Flights from Mukden: at 2:12 p.m. YAK-12 civil transport Number 09 left for Peiping, where it arrived at 4:55 p.m.; at 3 p.m. TU-2 planes Numbers 3, 11, 12, 13, 14, 21, 22, and 41 left for Port Arthur; and at 9 a.m. transport Number 3675 left for Anshan.
  - l. Flights from Chita: at 11:58 a.m. YAK-12 Number 208 left for Mukden via Tsitsihar, arriving at Tsitsihar at 2:42 p.m.; and civil cargo plane Number 01 left for Mukden via Tsitsihar.
  - m. At 9 a.m. 2 YAK-12's left Liaoyang for Changchun, and at 6:50 p.m. 6 MIG-15's arrived at Liut'ing from Yangts'un.
5. Air activities on 28 June were as follows:
- a. Ch'engt'u Airfield opened at 6:25 a.m., Nanking Airfield at 6:30 a.m., and Lanchow Airfield at 5:30 p.m. Hankow Airfield closed at 6 a.m. because of rain and opened at 8:15 a.m.
  - b. At 10:44 a.m. YAK-12 Number 651 left Tsitsihar for Peiping. Following its arrival at Peiping it left for Port Arthur. At 4:20 p.m. it left Port Arthur for Mukden, where it arrived at 8:55 p.m.
  - c. At 9:30 a.m. YAK-12 Number 9275 left Port Arthur for Voroshilov via Mukden.
  - d. Flights from Mukden: at 9:35 a.m. plane Number 7686 left for Voroshilov; at 7 a.m. one YAK-12 left for Anshan, piloted by Ao-no-fu (奥諾夫) (? Onov); and plane Number 208 left for Peiping.
  - e. Flights from Anshan to Mukden included one YAK-12 and, at 3:54 p.m., one civil transport piloted by Wu-ssu-kao-fu (? Uskov).
  - f. Flights from Peiping: at 5:20 a.m. one transport left for Liut'ing, and one YAK-12 left for Yangts'un.
  - g. At 3:47 p.m. YAK-11 Number 22 left Chohsien for Paoting.
  - h. Anshan training missions:
    - (1) At approximately 5 a.m. 12 MIG-15's, 2 YAK-11's and one YAK-17 at altitudes of 16,000-40,000 feet under the direction of KAO Lien-chin.

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(2) One YAK-17 and 2 MIG-9's to Haich'eng and back at altitudes of 1,600-16,000 feet under the direction of HO Feng-ch'in (何鳳琴). They arrived back at 2 p.m.

(3) Six MIG-15's, 2 YAK-11's and one YAK-17 at altitudes of 600-40,000 feet, under the direction of CHIU K'o-ying.

1. Twenty-six MIG-15's, under the command of YUAN Chi-chou, flew training missions to Hsinlit'un (122-08, 42-01) and Heishan (122-05, 41-42) and back from Liaoyang at altitudes of 6,000-26,000 feet.

6. During May the Soviets agreed to turn over to the Chinese Communists all planes produced by an airplane factory at Irkutsk, which specializes in MIG-15's, and all planes produced by an airplane factory at K'ang-so-mo-nieh-ssu-k'o (康索摩朝司克) (? Komsomolsk), which specializes in the production of TU-4 bombers.

7. By 15 June 60 MIG-15's from the Irkutsk factory and 24 TU-4's from the K'ang-so-mo-nieh-ssu-k'o factory had already arrived in Mukden for the Chinese Communists.

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25X1A [REDACTED] Comment. [REDACTED] for recent information on flights from airfields in Communist China.

25X1A [REDACTED] Comment. It is probable that most, if not all, of the Chinese-type names in this report represent Soviets who have assumed Chinese names.

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